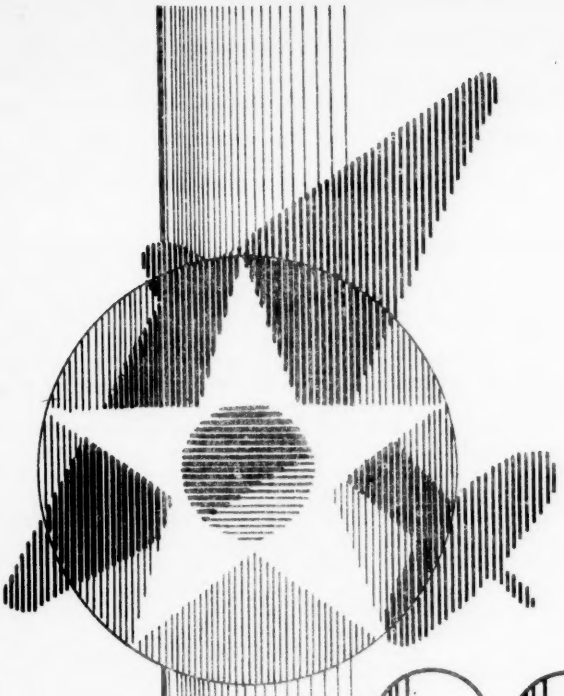

AIR CORPS NEWS LETTER

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VOL. XVIII AIR CORPS NEWS LETTER NO. 3

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The Chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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NATIONAL AIR FRONTIER DEFENSE ASSOCIATION ANNOUNCES ITS POLICY

The following policy was adopted by the National Air Frontier Defense Association:

"To promote interest in and secure Congressional action to bring about the establishment of a system of Air Frontier Defense bases in the United States and Insular possessions and a substantial increase in the Air Force in connection therewith; to leave to the War Department all policies relating to the location of such bases and questions pertaining to their equipment, personnel, training, and operation."

General Charles E. Kilbourne, G.S.C., Assistant Chief of Staff, War Plans Division, and Major Follett Bradley, G.S.C. (A.C.), were present at the initial meeting of the Association in Washington, D.C. The War Department has announced that it is in accord with the above policy of the Association and expects to have an opportunity to show the need for Air Corps permanent stations in addition to those it now has in hearings before the present session of Congress.

General Kilbourne, who several days ago departed for the Philippines to assume his new duties as Commanding General of the Harbor Defenses of Manila and Subic Bays, recently made a statement in an open hearing conducted by the Military Affairs Committee of the House of Representatives, to the effect that what is deemed necessary is to provide in each strategic area the necessary installations for the service of G.H.Q. Air Force units when concentrated in such area for maneuvers. The Air Corps is now, and has been for some time, engaged in a survey of the several strategic areas.

It might be of interest to know the specific purposes of these bases and, briefly, the methods of utilizing them in peace and in war.

First, let it be understood that, while in peace certain specific Air Corps units will be assigned a "permanent station" in each area, actually their occupation of these stations will be permanent only in the sense that they will be located there during such times as they are not engaged, at some other locality, in maneuvers in peace or hostile operations in war. In the event of war, probably not more than a very small number of the permanent stations will be occupied at the same time by combat units, for it is inconceivable that serious attacks on the United States in force could be launched against several localities simultaneously. The location of the country or countries at war with us will indicate in a general way the most likely theatre or theatres of war and of operations. The threatened sector within those theatres will be determined through various sources - naval and military intelligence, surface ships, and submarines and aircraft. When the theatre is determined, the Air Force will be partially concentrated to protect that theatre. When the specific threat against any sector has been located, the Air Force will be still further concentrated to meet it and will go into action as soon as effective results can be obtained.

It is impossible, and in fact highly undesirable, for each permanent station to be large enough to accommodate the whole Air Force, or even a major portion of it. To attempt such manner of operation would be to place all of one's eggs in one basket, and would render the Air Force concentrated thereon subject to major damage in the event of a successful hostile air attack. On the contrary, each permanent air station will serve as a base or nucleus for the operation of that part of the Air Force deemed necessary to meet the threat against the area served by that permanent station. These military facilities will be augmented by suitable civilian facilities in each area.

The growth of civil aviation, carefully fostered by the Federal, State and local governments, together with the patriotic air-mindedness of local communities, may be expected to supply most of the operating fields which will be necessary in the event of war. However, a necessary step in the provision of adequate air defense is the acquisition and construction of the additional permanent Air Corps stations, and their equipment with the necessary airplanes and personnel. When they are thus garrisoned, the commanding officers of each will be specifically charged with the accurate and detailed determination of the location, size, and numbers of the required civil fields needed in his area to accommodate war operations. For such of these fields as cannot be pre-

pared as indicated above as an incident of commercial air development, suitable sites will be selected and estimates of cost in money and man hours will be prepared and held until war is threatened.

Frequent peace-time maneuvers will be held in the areas served by each permanent Air Corps station to perfect the training of the various units of the Air Force team, and to determine the adequacy and progress of the program to provide the necessary operating fields.

So far, this discussion has been limited to the Air Force alone. However, we must not forget that the Air Force is but one agency of national defense, albeit a most important one. The Navy, the harbor defenses, and the other combat arms and services of the Army are all absolutely essential to adequate defense, and to place entire reliance on any one would be the height of folly. Complete security demands all these agencies. Their places and functions in the national defense scheme may be roughly and briefly visualized as follows:

The primary function of the Navy is to maintain inviolate our vital sea communications and deny them to the enemy. In so doing it may protect the coast indirectly. If the condition and situation of our fleet are such that it can and does operate effectively in any sea area, our coast line covered by that sea area is safe from attack by naval, air or ground forces. However, in view of the fact that the primary mission of the fleet requires that it be free to move and operate in any waters, the incidental protection it may afford a given part of the coast is transient, and therefore cannot be assigned a permanent value in the Army's plan of defense.

The Army is responsible for the direct defense of the coastal and land frontiers. This is necessary in order that the United States Fleet may be free to conform to the movements of its principal objective, which is the hostile fleet. The development of a well-balanced Air Force as a combat arm of the Mobile Army gives to us a powerful element for use in situations wherein the fleet has been unable, for any reason, to prevent the approach of hostile forces to a position from which they can attack. Like the Navy, the Air Force must be ready to operate immediately on outbreak of war and can strike powerful blows against the enemy while the latter is still beyond the sphere of action of the harbor defenses and the field armies. In certain situations the Air Force may afford direct support to the fleet.

In the Army's defense of the coast the G.H.Q. Air Force affords a long-range, highly mobile striking force, and the ground troops a line of resistance in which the harbor defenses constitute "strong points." It is by means of all three of these agencies that the Army provides for the accomplishment of its responsibility for the direct defense of the coast.

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PROMOTIONS AND CHANGES OF STATION OF AIR CORPS OFFICERS

The temporary promotion of Air Corps officers in order to give them suitable rank commensurate with the duties which they are performing is now under the process of being accomplished.

This matter of insufficient rank of Air Corps officers for duties performed by them is one which has been in debate for quite a number of years. The Morrow Board in 1925, cognizant of this situation in the Air Corps, proposed a remedy for it by advocating that temporary increased rank be given those Air Corps officers performing duties which called for higher rank than that actually held by them.

The Air Corps Act of July 2, 1926, embodied the necessary authority to award this increased temporary rank to Air Corps officers, where circumstances warranted it, but for certain valid reasons this particular provision of the Act was not carried out until this year.

The Special War Department Board, headed by the Hon. Newton D. Baker, former Secretary of War, and the President's Federal Aviation Commission made similar recommendations with respect to temporary increased rank of Air Corps officers, and these recommendations, coupled with the emphasis placed upon this need by the organization of the G.H.Q. Air Force, produced a situation which caused the War Department to set the machinery in motion to make the proposition of temporary increased rank for Air Corps officers an actuality.

Elsewhere in this issue of the News Letter is published a War Department announcement of the temporary increased rank given to the Commanding Officer of the G.H.Q. Air Force, his staff, and the commanders of the First, Second and Third Wings.

Special Orders of the War Department just issued announce further temporary promotions of Air Corps officers, whereby Lieut.-Colonels Delos C. Emmons, William C. McChord, Jacob E. Fickel, Frederick L. Martin, Majors Henry W. Harms and Junius W. Jones assume the temporary rank of Colonel, and Majors Oliver P. Echols, Harold A. Strauss, Frank D. Lackland and Dudley B. Howard, that of Lieutenant-Colonel.

The new assignments given to the Air Corps officers temporarily promoted

thus far are stated below:

Brig. General Henry C. Pratt from Wright Field, Ohio, to Langley Field, Va. as Wing Commander, Second Wing, G.H.Q. Air Force.

Brig. General Henry H. Arnold, Wing Commander of the First Wing, G.H.Q. Air Force, remains at his present station, March Field, Calif.

Col. Gerald C. Brant goes from Brooks Field to Barksdale Field, La., as Wing Commander of the Third Wing, G.H.Q. Air Force.

Colonels Emmons and McChord remain at their present stations, the former as Wing Commander of the 18th Composite Wing, Fort Shafter, T.H., and the latter as Wing Commander of the 19th Composite Wing, Albrook Field, Canal Zone.

Colonels Harms and Jones also remain at their present stations, the former as Commandant of the Air Corps Primary Flying School at Randolph Field, Texas, and the latter as Commandant of the Air Corps Technical School at Chanute Field, Rantoul, Ill.

Colonel Jacob E. Fickel, Chief of the Buildings and Grounds Division, Office of the Chief of the Air Corps, Washington, D.C., assumes the duty of Commandant of the Air Corps Advanced Flying School at Kelly Field, Texas; while Lieut.-Colonel Frank D.Lackland, at present on duty in the Plans Division, Office of the Chief of the Air Corps, assumes the duty of Chief of the Field Service Section, Materiel Division, Wright Field, Ohio.

Lieut -Colonels Echols, Strauss and Howard remain at the Materiel Division, Wright Field, in their respective positions of Chief of the Engineering Section, Chief of the Procurement Section and Chief of the Administrative Section.

Colonel Martin, upon the completion of his present course of instruction at the Army War College, Washington, goes to the Materiel Division for duty as Executive thereof.

The Air Corps officers assigned to duty on the staff of the Commander of the G.H.Q. Air Force will be stationed at Langley Field, Va.

The orders issued to the officers above named become effective on March 2nd, next.

The foregoing assignments to duties involving temporary rank are merely a part of the entire plan which, the War Department has announced, will also involve assignment of appropriate rank to the commanding officers assigned to groups and squadrons.

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War Department Orders just issued direct Col. Henry G. Fisher, now on duty as Chief of the Plans Division, Office of the Chief of the Air Corps, to proceed on July 1st, next, to Maxwell Field, Montgomery, Ala., and assume duties as commanding officer of that field and as Commandant of the Tactical School.

AIR CORPS MANEUVERS WITH CAVALRY

During the past year, Flight D, 16th Observation Squadron, Marshall Field, Fort Riley, Kansas, together with a detachment from Brooks Field, Texas, participated in the Cavalry School maneuvers, which continued throughout a whole month. One flight, consisting of three O-19 airplanes, with Captain Calvin E. Giffin as flight commander, cooperated during the early part of the exercises with the mechanized cavalry. The other flight, consisting of three O-25C airplanes, with Captain N.R.Laughinghouse in command, cooperated with the horse cavalry at first, and during the latter part of the maneuvers, with the mechanized forces.

The maneuvers were very successful on both sides. It was the first time in history that airplanes were used with the mechanized cavalry in such maneuvers. The results were highly satisfactory, and it was found that the airplane is indispensable in maintaining constant surveillance over enemy mechanized forces, due primarily to the high mobility and large area of operation of this force in all directions.

In the course of these exercises, it was also found that it is necessary to send out friendly airplanes in advance to reconnoitre for the mechanized forces.

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MIAMI FLIGHT PROVES VALUABLE TRAINING

Brooks Field, Texas, was substantially represented at the recent Air Races at Miami, Fla., a flight of 22 airplanes and personnel comprising 23 officers and 18 enlisted men, commanded by Lieut.-Col. G.C. Brant, commander of the field, taking off on January 7th for Miami, via Barksdale and Maxwell Fields and Lakeland, Fla. Landing at Lakeland for gas, the flight had the pleasure of attending the dedication of one of the most splendidly planned and constructed airports in the country. Possessing surfaced runways, permanent buildings, meteorological equipment, etc., and situated on the shores of a lake three miles in length and about one and one-half miles in width, which affords an excellent harbor for seaplanes, this airport is the pride of the citizens of Lakeland, who turned out en mass to attend its dedication. That evening the good people entertained the 12th Observation Group with a dinner dance, and the personnel from Brooks Field will long remember this most gracious gesture of hospitality.

Several tactical problems were carried out during the flight, and everyone is of the opinion that one flight of this nature is more valuable for tactical training than many worked out at the home airdrome.

G H Q AIR FORCE STAFF AND WING COMMANDERS

A recent announcement of the War Department is to the effect that the principal members of the General Staff of the GHQ Air Force, which officially comes into being on March 1, 1935, have been designated, and have reported to the Air Force Commander, Lieut.-Colonel F.M. Andrews, for temporary duty in Washington. The eventual strength of Colonel Andrews' Staff will be about 23 Air Corps officers, and such additional officers of the other Services as may become necessary, but, initially, only a few will be assigned. As the need for additional Staff officers becomes apparent, they will be selected. Those now designated are:

Major Hugh J. Knerr, A.C., Chief of Staff.
Major Harvey S. Burwell, A.C., Assistant Chief of Staff, G-1, Personnel.
Major Follett Bradley, A.C., Assistant Chief of Staff, G-2, Intelligence and Public Relations.
Captain George C. Kenney, A.C., Assistant Chief of Staff, G-3, Operations and Training.
Major Joseph T. McNarney, A.C., Assistant Chief of Staff, G-4, Supply and War Plans.

Wing Commanders have been designated as follows:

1st Wing (West Coast) Lieut.-Colonel Henry H. Arnold, A.C.
2nd Wing (East Coast) Lieut.-Colonel Henry C. Pratt, A.C.
3rd Wing (Central States) Lieut.-Colonel Gerald C. Brant, A.C.

As has previously been announced, Colonel Andrews will be given the temporary rank of Brigadier General. Major Knerr will be temporary Colonel, and the Assistant Chiefs of Staff will be temporary Lieutenant-Colonels. The Commanders of the 1st and 2nd Wings will be temporary Brigadier Generals, and the Commander of the 3rd Wing will be temporary Colonel.

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AN AIR-MINDED GOVERNOR

Aviation enthusiasts in the State of Washington, particularly members of the 41st Division Aviation, National Guard, are pleased with their Governor and Commander-in-Chief, "because Governor Martin likes aviation."

The Chief Executive of the State was active in securing the new National Guard hangar at Felts Field, Spokane, and is a regular passenger across the State in National Guard airplanes. One of his three sons, Dan Martin, holds a student pilot's permit, while the youngest son, Frank, attends all National Guard camps each year.

ARMY AIR CORPS FLIGHT TO PANAMA CANAL ZONE

On or about March 1st, next, the 31st Bombardment Squadron, a unit of the 1st Wing of the recently created General Headquarters Air Force, with 10 Martin B-12A airplanes, will depart from Washington, D.C., on a one-stop flight to the Panama Canal Zone. The intermediate stop will be at Miami, Florida, for refueling. The squadron will be under the command of Captain Harold D. Smith, Air Corps, who will have 15 of his squadron officers and 16 of his enlisted men accompany him. The home station of this Squadron is at Hamilton Field, near San Rafael, Calif., the new Air Corps field to which it recently moved from March Field, Riverside, Calif.

The purpose of the flight is to provide routine air navigational and technical training for Air Force personnel.

Present plans call for the squadron to proceed to Rockwell Field, Coronado, Calif. on or about February 10th, for the purpose of a check of the equipment at the Air Corps Depot at that station. From Rockwell Field, Captain Smith will lead his Squadron to Washington, D.C., for the take-off southward. The planes will be equipped with the latest radio instruments and other air navigation equipment.

It will be recalled that ten similar Army airplanes, under the command of Lieut.-Col. Henry H. Arnold, Air Corps, successfully carried out a long-distance flight from Washington, D.C., to Fairbanks, Alaska, and return, in the summer of last year. On the return trip, and for the first time in aviation history, this Flight connected Alaska and the mainland of the United States by air without an intermediate stop, the journey from Juneau, Alaska, to Seattle, Wash., being made in 5¾ hours.

On the Panama Flight, the 31st Squadron will leave Washington in the early morning for Miami, a distance of 918 statute miles. After the planes are refueled, the second leg of the flight will be to France Field, Canal Zone, the planes proceeding directly over the Caribbean Sea. The State Department has arranged with the proper foreign Governments for the airplanes to fly over any of their territories that may be traversed en route.

Captain Smith's personnel will include

the following officers and enlisted men:

Officers:

Major Fabian L. Pratt, Medical Corps, Flight Surgeon.

1st Lieuts.	John C. Moore	Edgar T. Noyes
	James W. Spry	Donald J. Keirn
	Donald R. Lyon	Chas. B. Stone, III
2nd Lieuts.	Lloyd R. Watnee	Eugene H. Beebe
	Wm. M. Garland	Marvin L. Harding
	William Ball	Chas. G. Williamson
	Roy H. Lynn	

Radio Operators

Staff Sergeant Kennard D. Wilson
Sergeants Harold E. Cooper, Allan P. Cross
Corporal Rudolph Lesnick

Airplane and Engine Mechanics

Master Sergeant Charles F. Gravlin
Technical Sergeants William H. Blackden, Nels E. Swanson, Karl T. Wiedekamp,
Staff Sergeants Philip P. Monroy, Francis L. Kurtz, George V. Newman, Thomas F. Tooney, Mathew A. McGraw, Paul S. Patterson, Robert W. Stauffer.
Sergeant Joe Howard.

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ADVANCED AVIGATION TRAINING UNIT STILL AT IT

The student officers of the Advanced Avigation Training Unit are now in their fourth week of instruction. With the morning spent in the classroom, the afternoons spent in the air and the evenings dedicated to the solution of problems to be turned in the next morning, the students are having difficulty finding all that "spare" time someone foolishly told them to expect at Rockwell Field. To break the monotony and maintain the "mental alertness" of the students, trips to Catalina Island and the Douglas Aircraft plant have been added to the curriculum at strategic points.

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WEATHER BUREAU FLIGHTS BY NATIONAL GUARD AIRMEN

A cooperative program with other governmental agencies has been carried on by the 41st Division Aviation, Washington National Guard.

Starting July 2, 1934, pilots of the Division Aviation have been making daily Weather Bureau flights for the airways weather station at Felts Field, Spokane, Wash., with the result that 217 hours of weather flying is today recorded.

The average flight takes one hour and 20 minutes, and altitudes ranging from 17,000 to 20,000 feet are attained. Oxygen tanks are used on many trips. Temperatures of several degrees below zero were encountered. Every pilot in the Squadron has engaged in these weather flights, which have proven very satisfactory to the Weather Bureau.

Many flying hours have been accumulated by the 116th Observation Squadron in its cooperative program with the Forestry Service. Forestry District No. 1, located generally in the Spokane region, is the largest forest district in the United States.

For the last two years thousands of C.C.C. students have been in this region, freeing the forests from blister rust. It is in this work that the National Guard planes cooperated mostly.

Radio communication has been another important phase of the cooperative program. Every Monday night the Squadron conducts communications with the 148th Field Artillery, Idaho National Guard, at Coeur d'Alene; the 161st Infantry regiment, Washington National Guard, Spokane, and Regular 4th Infantry troops at Fort George Wright, Spokane.

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PURSUIT TO BECOME ATTACK

Personnel of the 17th Pursuit Group, March Field, Riverside, Calif., have noted with keen interest the announcement that this Group is shortly to be changed to the 17th Attack Group. Already Attack Tables of Organization, Attack Manuals, Supply Tables, and tactical lectures on Attack Aviation are making their appearance.

Much of the anticipated sorrow at seeing their units reconstituted to Attack and having, consequently, to give up the single-seaters has not been in evidence, probably largely due to the belief that the Group will be supplied with the new Northrup Attack plane. This plane has been seen at this station on several occasions as a result of test flights from the nearby factory, and its performance and appearance have been very heartening to its prospective future pilots.

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ANNUAL INSPECTION DIVISION CONFERENCE

The annual conference of the Air Corps Inspection Division, for the discussion of technical matters in connection with aircraft maintenance and inspection in the various Control Areas, was held at the San Antonio Air Depot, Duncan Field, Texas, beginning February 4th. Attending were Captain Max F. Schneider, Chief of the Inspection Division, Office of the Chief of the Air Corps; Captain H.A. Bivins, Technical Supervisor, Fairfield Air Depot Control Area, and his assistant, Staff Sergeant Frank D. Blair; Captain B.J. Tooher, Technical Supervisor, Middletown Air Depot Control Area; Captain Ames S. Albro, Technical Supervisor, San Antonio Air Depot, and his assistant, Staff Sergeant Elliott Scott; and Staff Sergeant Ross P. Peck, assistant to Captain C.W. Sullivan, Technical Supervisor, Rockwell Air Depot Control Area, who was unable to attend.

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The annual inspection of the San Antonio Air Depot was made January 28-29 by Colonel Wm. S. Browning, of The Inspector General's Office, Washington, who had also made the previous annual inspection. Col. Browning expressed himself as greatly pleased with conditions at the Depot and as having noted much improvement thereat since his last inspection.

Under the heading of "Procurement of Military and Naval Aeronautical Materiel" the Federal Aviation Commission, in its report, made the following recommendations:

59. The paramount importance of quality in military aircraft should be recognized, and procurement policies should be fixed with primary reference to the securing at all times of the best material. Price should not be the primary consideration.

60. The general purpose in the relations of the government to the industry engaged in manufacturing Service aircraft should be to maintain units sufficiently stable and sufficiently well organized so that they would be available for expansion in the event of war. The strength and efficiency both in design and in production of the individual manufacturing units, rather than the number of independent units existing, should be regarded as the test of the nation's industrial preparedness.

61. Procurement policies should be planned to encourage the development of integrated manufacturing units carrying on their own research, development, design, and production work.

62. The practices of the government departments procuring aircraft should, as far as practicable, be the same. The Federal Director of Procurement should promulgate the necessary directions to this end.

63. Every effort should be made to organize procurement policy so that the supply of each general type of aircraft for replacement and for modernization should proceed at a substantially regular rate, and so that there may be a substantially regular flow of productive work in the plants of the aircraft industry.

64. The War and Navy Departments should so organize their technical forces as to obviate the simultaneous functioning of any personnel in the roles of competitor and of judge.

65. The development of new types of aircraft should continue to be provided for either by design competition or by experimental contracts for a specific article, but the rules now governing formal design competitions should be modified to allow administrative flexibility, and in particular to provide for the holding of competitions in which design development is allied with experimental construction of the article designed.

66. The Army and Navy should adopt a policy in holding design competitions by which details of the military characteristics of the aircraft and equipment desired to be created shall be disclosed only to fully responsible competitors, of American nationality, and qualified for the work contemplated in the opinion of the Secretary of War or of the Navy.

67. The announcements of design competitions should include the statement of the fixed price at which, subject to bonuses and penalties for performance, machines from the best designs will be purchased from the originators of the types.

68. Where the interests of the government clearly require that the construction of equipment from a particular design be thrown open to general competition or that orders for such construction be allocated to others than the originator of the design, royalties should be paid to the originator in reimbursement for the right to use his drawings, calculations, and production information.

69. The attempt to introduce a standard catch-all patent-license clause into all developmental contracts for aircraft and aeronautical material should be abandoned. Reproduction rights on patentable inventions should accrue to the government, in connection with a developmental contract for purchase of an article embodying the inventions, only in case the contractor is engaged to conduct a specific experimental development under governmental direction.

70. Existing provisions of law should be amended as necessary to allow direct suit (but not injunctive procedure) against a manufacturer alleged to be infringing a patent in connection with work done by him for the Federal government.

71. Explicit authority should be granted to the Secretary of War and to the Secretary of the Navy to negotiate contracts for quantity purchases of aircraft and other aeronautical material, subject to the requirement of a full report to Congress in each case where the authority is used.

72. In order that there may be no incentive for an uneconomic expansion of plants that could not be kept regularly running at anywhere near their capacity, it should be procurement policy to avoid any concentration in any one plant of an abnormally large proportion of the total military and naval work then outstanding.

73. When purchases are to be made as the result of a process of competitive bidding, the Secretary of War or Secretary of the Navy should be authorized either to award a contract for the whole quantity sought to the bidder who can best perform the work, or to divide the work among two or more bidders if that be in the best interests of the government.

74. Where definite profit limitation is to be employed, as in the present Naval Construction act, it should not be applied to the individual contract, but, in the interest of equity, of simplicity of accounting, and of stimulation of technical development, should be extended over all the work done for the government Service over a considerable length of time.

75. Industrial mobilization plans in the field of aeronautics should be pressed by the joint effort of the Army and Navy.

In Recommendation No. 62, reference is made to the Federal Director of Procurement. This position was designated by Executive Order of June 10, 1933, and Admiral C.J. Peoples, who occupies this position, has already directed

the appointment of an interdepartmental committee on aircraft and is proceeding to remove at least the most unnecessary and unreasonable of the existing contradictions.

With reference to Recommendation No. 50 of the Federal Aviation Commission, which relates to the promotion situation in the Army, with special reference to the Air Corps, and which was quoted in the previous issue of the News Letter, the Commission's discussion on this recommendation is as follows:

"The promotion status of officers of the Air Corps is unsatisfactory and destructive of morale. It is recommended that steps be taken to improve this situation and that the War Department should propose early remedial action to the Congress as a part of a general revision of the Army's promotion scheme, upon the present effects of which the Baker Board has commented with appropriate feeling.

As a general policy, the Commission recommends that new legislation governing Air Corps personnel recognize the necessity for a continuous flow of promotion in spite of the disproportionately large numbers of officers in the lower ranks that the proper organization of any air force seems to require. Appropriate mechanism is needed for selection for promotion, transfer to nonflying duties, and retirement. The selection system should be such that outstanding officers of the Air Corps may be advanced to the higher ranks at an early age, while their flying ability is yet unimpaired. Otherwise, important and responsible air commands will be held by officers no longer physically fit, or by junior officers of inadequate authority.

A general revision of the Army's promotion system is needed to provide permanent and really adequate relief. Any such revision will be sufficiently slow in its workings to require a substantial amount of time to rectify present evils completely. As a temporary expedient, while a permanent program is being worked out and making itself felt, we urge that temporary promotion to rank commensurate with the duty currently performed should be made an accepted principle for general application in the Air Corps. The Morrow Board proposed in 1925 a limited use of such temporary promotion in connection with field commands, and provision was made in the Air Corps Act of 1926 for temporary promotion of not to exceed two grades in certain specific instances. The provision has never been put into effect because of opposition within the Air Corps, an opposition apparently based in part upon the fear that as a temporary expedient it would defeat the development of any permanently satisfactory plan, and in part upon an anticipation that injustice would be done by giving temporary promotions to officers holding certain field commands while officers of equal age, experience, ability, and permanent rank upon staff or headquarters duty would have no opportunity for corresponding special treatment. We propose that the first objection be overcome by refusing to admit that it exists, and by emphasizing our united conviction of the vital urgency of prompt action for permanent promotion revision in the interest of the whole Army. We propose that the second objection should be met by removing the discrimination that creates it. The Baker Board made a special study of the working of the present law in individual cases and announces that under existing law there is now a "possibility of advancing temporarily about seventy-five percent of the Air Corps officers." We recommend that the authority to give temporary promotion by not to exceed two grades be extended to permit such promotion in any case where appropriate certification is made that the duty imposes responsibilities and demands qualities normally corresponding to a higher rank than the permanent rank of any officer currently available for the assignment. If it is true that squadrons now generally commanded by captains and first lieutenants should carry the temporary rank of major for their commanding officers, it is no less true that Air Corps officers serving with the General Staff or upon important duty with the Materiel Division at Wright Field or in the office of the Chief of Air Corps or in other administrative details are in many cases performing duty that not only justifies but fairly demands materially higher rank than the permanent one to which the present incumbents have attained.

The mechanism of making these temporary promotions should of course be suitably safeguarded, and the temporary rank should be given either upon the specific direction of the Secretary of War or upon that of a board of high-ranking officers periodically convened to deal with the matter as selection boards are convened in the Navy Department. Whichever mechanism may be adopted, however, there should be no further delay in applying the principle that was recommended by the Morrow Board in 1925 and again by the Baker Board in 1934, and that should now be put into effect upon a large scale and under a broadened legislative authority to meet a situation so extreme that it partakes of the aspect of an emergency.

A particular case of need for the use of temporary promotion develops in connection with the appointment of a commanding general for the new General Headquarters Air Force. Though the present law permits promotion by one or two grades on account of field command, legal authorities have apparently questioned the propriety of extending that authority to the creation of general officers beyond those individually authorized by law. It should be perfectly clear that the commanding officer of the General Headquarters Air Force should be chosen from among all the colonels and lieutenant-colonels upon the Air Corps list, that there should be freedom to select the one of that group best qualified to exercise the supreme field command of the Air Corps, and that the appointment should carry with it temporary rank as a Major General. To clear up the legal status, and to make a temporary elevation by as much as three grades possible where a lieutenant colonel has been chosen for the command, specific legislation is needed."

The Federal Aviation Commission, in expla-

nation of Recommendation No. 51 - that authority to select a Chief of Air Corps from among all the officers of long service in that arm, which has now expired, should be renewed, states:

"The Air Corps Act of 1926 provided for what was then felt to be an emergency situation due to the scarcity of high-ranking officers in the Air Corps by allowing the selection of a Chief of Corps, with the temporary rank of Major General, from among all the officers of the Corps with fifteen years or more of service. The rule for other arms of the Service is that the Chief must be a colonel or a general of the line at the time of his appointment.

The authority granted by the 1926 Act expired on July 1, 1934, and when the necessity of selecting the new Chief of Corps arises the Secretary of War will be limited to a choice among the colonels, of whom there are now only nine and three of whom have had practically all of their Service experience with lighter-than-air craft, unless the expired authorization be renewed. We recommend that it should be done by simple amendment of the Act of 1926 to extend the broadened authority for choosing the Chief of Corps. We hope that in the near future some general action will be taken to improve the Army's promotion situation and that a larger number of Air Corps officers of outstanding ability and varied Service experience will have attained to the highest ranks as a result.

We have suggested in the previous recommendation that in addition to extending the authority for the appointment of the Chief of Air Corps it should be specifically broadened to allow a similar freedom in the appointment of the Commanding General of the General Headquarters Air Force."

Touching on the modifications in the Air Force organization now being put into effect, the Commission stated that the initial organization of a G.H.Q. Air Force must be considered experimental, and until this solution has had adequate trial comment thereon is withheld. It is added, however, that there is ample reason to believe that aircraft have now passed far beyond their former position as useful auxiliaries and must in the future be considered and utilized as an important means of exerting directly the will of the Commander in Chief. An adequate striking force for use against objectives both near and remote is a necessity for a modern army, and the projected G.H.Q. Air Force must be judged with reference to its effectiveness in this respect.

"We have no doubt," the Commission states, "that there will be a progressively greater measure of independent action of aircraft in military operation as the capacities of aircraft increase. We interpret the present proposals as a step towards provision for such increased independence, and as a test of its effectiveness under the strategical conditions dictated for the United States by geography and national policy. Further steps may in due course become necessary. If the degree of independence provided under the present plan is so used as to lead to the development of an effective strategy of air force employment (and every opportunity should be provided to that end, both in the Army and in the Navy), the desirability of further organizational changes may in due course become apparent.

The present Naval organization appears to be sufficiently flexible to develop its air forces, both ship-based and shore-based, for as much independence of action against naval objectives as may be feasible. Bombing and torpedo attacks from aircraft carriers have already become a common feature of naval maneuvers. We assume that they will be extended as rapidly as the capacities of existing equipment and the accumulation of experience permit.

In the strategy of independent air action the long-range flying boat, shore-based, plays an important part. That type of aircraft also has important functions in connection with Fleet operations. They must not be neglected. We recommend that national defense policy continue to provide for naval flying-boat operations on a large scale, especially in those areas where sheltered water for flying boat operations is much easier to find, and much more widely diffused through the zone of strategic interest, than are suitable fields for landplanes."

Referring to the numerical strength in airplanes and personnel of the Army Air Corps, the Commission, while deploring that the military air forces of the world, almost without exception, are in process of expansion or of more or less complete reequipment and modernization to secure increased power, states that this must be reckoned with as a fact, and that the air program made in 1926 is no longer adequate either to the present appreciation of the military importance of aircraft or to the maintenance of the standing of the United States in air power; that while we are laggard neither in numbers of aircraft nor in their general quality at the present time, we might easily become so if we fail to accept the lessons of the current policies of other Powers.

Inviting attention to the program of the Navy calling for 1910 airplanes to be in service by 1941 in order to keep the supply of aircraft abreast of the needs of the Naval organization, as modified by the construction of new vessels for the Fleet and otherwise, and to the plans of the War Department for a program calling for an expansion to 2320 planes by 1938, the Commission states that nothing short of a radical change in the international situation should be allowed to interfere with the completion of these programs or with the making of the necessary appropriations to carry them out. Long before their completion they may call for further modification, but for the present they offer a working basis which should be accepted.

The Commission, from its own investigations, urgently recommends that, whatever numerical strength be authorized by the Congress, it be based not only on the estimated numerical strength of foreign powers but also, and more particularly, on the performance and military qualities of foreign aircraft and the means available to them to exert their power upon us. The Commission is of the opinion that progress has been, and will continue to be, more rapid in aeronautical engineering than

in any other branch of science applied to warfare, and consequently that numerical strength is of less importance to national security than leadership in quality of materiel and personnel.

"In this connection," the Commission states, "it should be our policy not only to lead in the development of superior aircraft, navigational equipment, and armament, but also by means of comprehensive exercises and maneuvers in time of peace to evolve tactical doctrines appropriate to such equipment and to train a personnel of highest efficiency. It is considered important that such exercises be conducted under various climatic and geographical situations and designed to simulate as closely as possible actual war-time conditions.

The natural and common disposition has been to concentrate a substantial proportion of the aerial operations of the Army and Navy in regions where climatic and geographical factors and simplicity of supply problems permitted continuous operation at high intensity. No such selective principle operates upon the determination of a theatre of war, and the difficulties of war should be faced in peace to the limit of practicability. In this connection we wish to express our special commendation of the experimental operations of the Army and Navy in Alaska, and to endorse the recommendations of the Baker Board that military air operations in that territory should be put on a year-around basis on a substantial scale as a means of training personnel to operate under Arctic conditions and of developing specialized equipment necessary for such operation. In the same connection, we single out for commendation also the Navy's plan to send an aircraft carrier upon a cruise in northern waters in midwinter to acquire experience in carrier service at low temperatures and in the face of sleet and snow. We wish also to approve the recommendations of the Baker Board upon the development of the instrument-flying technique. Officers of the Army Air Corps have pioneered in extraordinary developments in instrument flying, and especially in the development of blind-landing systems and technique. We urge that the Services carry on diligently with research in that field, and at the same time proceed to make full and rapid practical application of what has already been learned."

In the matter of the inter-relationship of the National Defense Services, the Commission, while appreciating the efforts now being made for coordination, feels that the present degree of mutual understanding between the Army and Navy is less than might be desired; that the machinery for settling differences in matters of detail lacks something in effectiveness and that the arrangements for keeping commanders in the field notified of their respective responsibilities in joint operations with neighboring units of the sister Service are strikingly inadequate. There are, of course, a variety of devices which have been suggested from time to time for effecting improvement in these matters. Final authority reposes in the President, but it is not to be expected that the Commander in Chief can take personal charge of every point that may arise. In the British government adjustments can be made through a Committee of Imperial Defense, upon which both military and civilian members sit. It has often been persuasively argued that a Department of National Defense should be created, with a Secretary of National Defense and the personnel immediately attached to his office as the inter-Service coordinating factor. Another possibility would be the designation by the President of a representative of his office, responsible only to himself, who would sit as a neutral member upon the various joint boards on which the two armed Services are now equally represented.

Asserting that while this matter lay beyond its scope, the Commission considered it so serious that it recommends that the whole problem of military organization and of inter-Service relationships be made the subject of extended examination by some appropriate agency in the near future. The Commission records its belief that the present difficulties are not the result of any peculiar defects in the present division of functions between the Army and the Navy. In countries where there are three services, with an independent air force providing the third, the opportunities for conflict of opinion about who is to do what and how seem to be no less marked than under our own two-Service arrangement. The need for definite machinery to compose such conflicts, and to effect in the last extremity an intervention of neutral parties, is likely to exist under any system.

In elaboration of the recommendation that a number of officer pilots of the Regular Army and Navy should be assigned annually to the other service and given duty with active air units, the Commission, in view of the complications that appear likely to exist in joint operations of any two distinct services under the best of conditions, whether both be in the air or one in the air and the other upon the surface, deems it particularly important to insure close understanding of each other's problems by the officers of the Army and Navy air arms. Though a general rotation of duty between the Army and Navy is manifestly impracticable, the Commission believes it quite reasonable to propose that a considerable number of officers of each Service be given the opportunity of doing tours of duty with the other and of learning its operations at first hand. Such exchange of personnel ought to extend not only to tactical units, but also to the flying schools, to the tactical and other Service schools and to the repair depots and other technical installations. The constant interchange of personnel between the Naval school at Pensacola and the Air Corps Training Center at San Antonio is particularly recommended, and a detail of naval officers in increased numbers to the Air Corps Tactical School and of at least two or three Air Corps officers (instead of the single individual that is now the rule) to the

Naval War College. While recognizing the present shortages of officers in both Services, the value of the experience gained through such exchanges and of the improved mutual understanding that may result appear so great as to justify an assignment of a small percentage of the regular officer personnel to exchange duty.

Recommending that the experimental and developmental work of the Army and Navy should be conducted on an increased scale, the Commission, while recognizing the importance of an adequate number of aircraft and trained personnel in an air force, believes it quite as important to insure in peace time that the equipment is of the highest quality that the existing state of knowledge permits. A great deal of criticism had been heaped on the Army and Navy in the early years of the past decade for excessive expenditures on experimental work and not enough on quantity procurement of aircraft. Assuming that this criticism may then have been valid, it now appears that the Services are in danger of switching to the opposite extreme. that is, instead of spending too much on experiment and development they seem likely to spend too little, for it is upon current experimental appropriations and upon the wisdom with which they are expended that the quality of our aircraft of a few years hence will depend.

The past year was marked by incessant attacks upon the quality of American military aircraft, it being alleged that they are in every essential respect hopelessly inferior to corresponding aircraft of European origin. Asserting that some of the misleading statements made almost advertise upon their face their own intemperateness and exaggeration, and that other statements are undoubtedly true, though the implications drawn seem excessive, the Commission points to this as an interesting commentary on the state of the public mind that these charges seem to be essentially similar to those being made at the same time in the very countries which have been held up to the United States as examples to imitate. The British press has rung with assertions of the remarkable qualities of American aircraft and of the inability of the available British types even to keep pace with American commercial machines, while a section of the press in France has debated furiously the rumored inferiority of French military aircraft to those of most of the rest of the world.

While avoiding statistical researches on the aircraft of various nations, the Commission has nevertheless made enough comparisons in particular lines of development to reach certain general conclusions, and it seems clear that American aircraft design and the aerodynamic qualities of American airplanes are at least the equal of any others in the world. It is in the variety of power-plant types and in their special adaptation to certain military purposes that we are comparatively weak. The net result is that American military planes powered with American engines seem on the whole, surveying the entire range of types required, to be as good as any that exist elsewhere. In some respects and in some particular types they appear quite beyond challenge, while in others they are, seemingly because of lack of intensive application to the special problems that they present, inferior. No reason is seen, however, why an intensive development in the particular phases where we have been backward should not be superposed on the remarkable development that has already taken place in the United States in improving aerodynamic and structural qualities and in increasing the practical utility of medium-powered engines.

That American engines of from 200 to 750 horsepower or thereabouts are at least the equal of any others in the world in reliability, economy of first cost and of operation, and general serviceability seems to be beyond question. If evidence of that fact were needed it is perhaps to be found in the use of engines of American design (and in many cases built in American factories) on 14 percent of all the aircraft in service on European air lines in the spring of 1934. That degree of inroad on the European market was, of course, made in the face of a strong nationalistic tendency in most countries to insist upon the exclusive use of home products on air lines benefiting by governmental support. It is a curious fact that our special weakness is at the two extremes of the power range. Relatively little work has been done on high performance engines of under 160 h.p., a field in which the British industry has made peculiarly its own. Engines in that power class are, of course, of little military interest. They meet the requirements of the private pilot. The upper end of the power scale, on the other hand, is primarily a military responsibility. There is a real need for high performance engines of 1,000 horsepower or more. A considerable amount of experimental work in that zone has been done in the United States, but none of it has reached the point of production. To put into production a first class Service engine of from 1,200 to 1,500 h.p. and weighing approximately one pound per horsepower is likely to require several years at best. Such development should be given the highest possible priority.

Recommending a special watch over the liquid cooled engine, the Commission states that the development of air-cooled power plants by the American industry since 1920 has been so remarkable that there has been danger that the liquid-cooled types would fall completely by the wayside. Though air-cooling seems the ideal arrangement for most use, the liquid-cooled types still appear to have marked advantage for certain military functions. Experimental work on that class of engine ought not to be allowed to lapse.

Touching on the introduction of supercharging in which the United States has also pioneered, the Commission states that while our manufacturers and Service personnel have never lost sight of the virtues of this development, there appears to have been an excessive emphasis on the building of the whole equipment into the normal structure of the engine and avoiding any additional mechanism, the resultant tendency being to limit effective supercharging of service engines to compara-

tively modest altitudes. A diligent application of experimental effort is recommended to the end that American military engines may have available a wider range of supercharger capacity than is now common.

With respect to the diesel type of engine which also found its first successful aeronautical application in America, the Commission feels that the military and naval services have shown somewhat less interest than would have been appropriate. This type of engine, exploding its charge by the heat of its own compression rather than by electrical means, seems particularly desirable where long range is sought, due to its fuel economy, and it seems reasonable to hope that diesels can be developed which will substantially increase the range available with gasoline available in the same aircraft. Most European countries are taking very active interest in the aircraft diesel for military service, and recommendation is made that the United States join their number.

Pointing to the increased efficiency of present day aircraft engines, the change from wooden to metal structure in aircraft with resultant increased cost of production, the development of a multitude of accessories no less important in their effect on efficiency than the airplane and engine themselves, the Commission, after considering the cost of keeping up the necessary government testing facilities and laboratories and of those purely military developments which the Army and Navy carry on in their own plants, is left with the conviction that to keep abreast of progress the annual appropriation for experiment and development in the Army and Navy can scarcely be less than twice the 1934 figure, which was $5,900,000.

To be continued in next issue.

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WIND DIRECTION INDICATOR FOR NIGHT LIGHTING SYSTEM AT OLMSTED FIELD

The remote control system for the operation of the landing flood lights at Olmsted Field, Middletown, Pa., incorporates a feature whereby the operator of the system may cause the proper bank of floodlights to be put into operation, at the same time taking into account the wind direction. This is a very valuable feature for this particular installation, inasmuch as a set of control switches is located in the telephone exchange, some distance from the field, so that the system can be put in operation as required by the telephone operator, who, without some sort of wind indicator, would have no means of knowing which bank of lights to turn on.

The device for indicating which bank of flood lights should be used consists of an ordinary windvane mounted above the building in which the remote control switches are located, and in the construction of which is incorporated a contact bearer with one contact segment for each bank of floodlights on the field. The vane proper operates a small brush which makes electrical contact with one of these contact segments at a time, so that the particular segment with which contact is being made at any particular time depends on the wind direction. The small brush is of such width that the instant it loses contact with one segment, it gains contact with the adjacent segment. Each segment is connected through a 12-volt transformer to a small signal light over the appropriate floodlight control switch, and the contact bearer oriented with respect to the cardinal points, so that the segment making contact when the wind is blowing in a given direction causes a bulb to be illuminated over the switch controlling the proper floodlight bank to be used for the given wind direction. Thus, the operator does not have to take into consideration the wind direction at all when he puts the night lighting system into operation, but simply turns on the control switch over which the signal light is burning.

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THE NEXT CLASS AT THE ARMY INDUSTRIAL COLLEGE.

According to an announcement recently made by the War Department, a total of 43 officers of the Regular Army have been selected for detail as students at the Army Industrial College, Washington, D.C., for the 1935-1936 course. These officers will report to the Director of the Army Industrial College between August 15 and 21, 1935.

Included among these 43 officers are eight from the Army Air Corps, nine from the Q.M. Corps; two, Medical Corps; two, Finance Dept.; four, Corps of Engineers; nine, Ordnance Dept.; two Signal Corps; one, Chemical Warfare Service; one, Cavalry; one, Coast Artillery Corps; one, Field Artillery; two, Infantry, and one, Adjutant General's Department.

The Air Corps officers selected to attend the Army Industrial College are as follows: Lieut.-Col. Henry B. Clagett, Kelly Field, Texas; Majors Hubert V. Hopkins, Fort Leavenworth, Kans.; Clinton W. Howard, Office of the Chief of the Air Corps; Capts. Merrick G. Estabrook, Jr. and Pardee Martin from Office of the Chief of the Air Corps; Muir S. Fairchild and Arthur W. Vanaman from Maxwell Field, Ala.; and 1st Lieut. Park Holland from Wright Field, Dayton, O.

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STATUS OF FLYING TRAINING AT RANDOLPH FIELD

At this writing the 62 Flying Cadets of the upper class at the Primary Flying School at Randolph Field, Texas, are putting the finishing touches on their final stages of training. They are performing several hours per day of both day and night avigation, and thus far, according to the News Letter Correspondent, none have been so lost that they couldn't get back home. The 37 lower classmen are climaxing their training on the Primary Stage by performing all the acrobatics they can in their big PT-3's.

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The appointment of Lt.Col. A.W. Robins as Assistant to the Chief of the Air Corps with rank of Brig. General, for 4 years from Jan. 1, 1935, and his assignment as Chief, Materiel Division, Dayton, O., was recently announced.

V-6725, A.C.

NEW ZEALAND CITIZENS EXPRESS GRATITUDE TO U.S.

Extremely grateful for the spontaneous response of the American Navy, Army and Air Force authorities at Honolulu in their comprehensive search for the late Flight-Lieutenant C.T.P. Ulm and his crew, Messrs. George Littlejohn and L.J. Skilling, the Airport Board, the Aero Club and the Chamber of Commerce of the City of New Plymouth, New Zealand, joined in formulating a resolution, sent to the Hon. George A. Bucklin, Consul General for the United States in New Zealand, in which it was stated that no greater effort could have been made to find the missing airmen; that the manner in which the search was conducted was most heroic and inspiring; that the immediate action taken to assist one of the British Empire's foremost pioneers in aviation will long remain in the minds of the British people and particularly the citizens of New Plymouth, to whom Flight-Lieutenant Ulm was a valued friend, as a man and a great advocate of aviation.

It will be recalled that Ulm and his two companions in their monoplane "Star of Australia," took off from Oakland, Calif. at 6:41 p.m., E.S.T., December 3rd, on a 2408-mile flight to Honolulu, the first leg of their long journey to Australia. For 18 hours the silver and orange-colored monoplane had roared on its way over the ocean. Flying through stormy weather at an altitude of 12,000 feet, Lieut. Ulm maneuvered for two hours, attempting to pick up the radio-direction beacon before sending out his first S.O.S. It was at 7:30 a.m. (Hawaiian time), 1:00 p.m., E.S.T., December 4th, that the first warning came from the voyagers that they were facing trouble, the radio messages stating that very little gasoline was left, that the airmen were off their course and did not know their position. Distress messages came from the ill-fated airplane at frequent intervals, the last one at 9:30 a.m. announcing that the airplane was afloat. A far-flung naval search was carried on by 18 submarines, 3 mine layers and two Coast Guard vessels, supplemented later by some 35 airplanes from the Army and the Navy. All efforts to locate the three intrepid flyers proved in vain.

The Mayor of New Plymouth, N.Z., in a letter to the American Consul-General, quoted a resolution passed by the Borough Council on December 17th, in which there is conveyed the sincere admiration of the people of New Plymouth at the wonderful organization, the humanity and sympathy displayed by the United States Army and Navy authorities at Honolulu in their extensive, heroic and inspired search in connection with the disaster to Flight-Lieutenant Ulm and his companions. It was stated that New Zealand people will have great difficulty in placing into words their admiration at the wonderful response of the American Army and Navy authorities at Honolulu to the distress signals sent out by the imperiled airmen; that no greater effort could have been made to find them; that in common with the rest of the Dominion the people of New Plymouth appreciate Hololulu's stirring effort and will not forget this great proof of American humanity and sympathy, and that it was only regretted that such a great achievement was not crowned with success.

New Plymouth, a city of 16,500 population, is 228 miles northwest of Wellington, New Zealand. This city takes an exceptional interest in everything that pertains to aviation. The trans-Tasman sea flights usually land at that place.

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INSTRUMENT FLYING AT BARKSDALE FIELD

An added impetus was recently given to instrument flying at Barksdale Field, Shreveport, La., by the installation of hoods and the latest type instruments on two BT-2B type airplanes assigned to that field. Heretofore instrument flying had been conducted in PI-3 airplanes only. The BT-2B airplanes being equipped with radio and inter-phones have permitted training in radio beam flying under the hood, a phase of training which has recently proved highly important in the Air Corps.

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AIR TACTICS DEMONSTRATED AT FORT LEAVENWORTH

The 20th Pursuit Group, Barksdale Field, La., led by Major Millard F. Harmon, Jr., Commanding Officer, made a controlled flight to Fort Leavenworth, Kansas, on January 3rd, for the purpose of training in unit avigation and demonstrating Pursuit tactics to the Command and General Staff School.

The flights from Barksdale Field to Fort Leavenworth and return were made in accordance with a movement table as outlined by the Operations Officer. Each squadron was assigned a different time of take-off and route, and assembly points were designated within 30 miles of objectives.

Upon arrival at Fort Leavenworth, a flight of two-seater airplanes, furnished by that station, was sent up to represent a hostile Bombardment group. The Pursuit group intercepted and "destroyed" the hostile Bombardment by means of machine gun fire from the flanks and rear, and successive bombing attacks from above.

The pilots who made the flight were high in their praise of the courtesies extendod by the personnel of Fort Leavenworth.

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In the Jan. 15th News Letter it was stated that two maps are being planned for use of Army pilots, Map No.38A combining 5 present Air Corps strip maps, viz: No. 17, Yuma to Los Angeles; No. 31, Nogales-Tucson-Phoenix; No. 32, San Diego - Phoenix; No.38, San Diego to Tucson; No. 39, Los Angeles - San Diego; and Map No. 59, a new compilation (Washington to Charleston, S.C. and Savannah, Ga., via Richmond, Va. and Ft. Bragg, N.C.) to serve the route to Miami, Fla., now requiring the use of 4 maps from Washington, D.C. to Savannah. Map No. 59 will not be ready for distribution for about six months, as the preparation thereof began only recently.

RANDOLPH FIELD'S AMATEUR RADIO STATION W5AUC

After a silence of two years, Amateur Radio Station W5AUC is back on the air at Randolph Field, Texas. This modern radio station is now located in the Radio Laboratory of the Academic Building, and is owned and operated by Private Charles Ken Smith, of the 52nd School Squadron, who is one of the Instructors in Code at the Ground School of the Air Corps Primary Flying School, and operates the station in his spare time as a hobby in carrying on experiments in the phases of short wave communication developments.

The transmitter of W5AUC for sending code signals is one of the most powerful and finest built outfits in the southwest. It is crystal-controlled, and transmits on a frequency of 7036 kilocycles. It has a power input range from 100 to 1,000 watts, the maximum allowed for amateur radio stations by the Federal Communications Commission. W5AUC has carried on two-way communication with 28 foreign countries, comprising six continents, and the maximum distance attained was 12,600 miles, or half way around the world. W5AUC is a member of the W.A.C. Club, which comprises radio amateurs of the world who have carried two-way communication with the six continents - North America, South America, Europe, Asia, Africa and Oceania.

The station is also a member of the American Radio Relay League, whose members assist in relaying messages all over the United States. W5AUC has just been appointed official relay station for this league, and is handling personal messages from the personnel of Randolph Field to any address in the United States. Having joined the Army Amateur Net, W5AUC now stands air drills every Monday night, at 8:00 p.m., and after drill exchanges radiograms with the other members of the net.

To insure positive delivery and speedy reply, daily traffic schedules are maintained by W5AUC, and radio stations located all over the states. This arrangement of schedules requires considerable time, and at present there are only three daily schedules, but more tests are being made and schedules added daily. W5AUC has also formed an All-Army Air Corps Net to facilitate the handling of messages between Air Corps fields, direct, and for emergency weather information.

The receiving equipment of W5AUC consists of an all-wave 12-tube superheterodyne, which has been adapted for the reception of code signals. The antenna system utilized is of a type which reduces local interference and automobile ignition radiation to a minimum.

To date, W5AUC has about three hundred radio call cards from all over the world, and more are coming in every day. These cards verify the fact that a two-way communication was established between Station W5UAC and the station which has forwarded the card.

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ACTIVITIES OF THE 33RD PURSUIT SQUADRON

The 33rd Pursuit Squadron started the calendar year of 1935 with a larger maneuver than has been performed by that squadron since its trip to California in 1933. Besides 12 officers and 46 enlisted men of this organization, approximately 10 officers and 10 enlisted men of other organizations of the 8th Pursuit Group, Langley Field, Va., were attached to the detachment of the maneuver. On January 4th, one officer and 27 enlisted men departed from Langley Field in reconnaissance cars and trucks loaded with equipage for a month's stay in the field. While no official report has been received, correspondence from the men who went in these cars leads to the belief that they have not had the pleasure trip some of them anticipated. Cold and generally unfavorable weather has prevailed since their departure, even throughout the Gulf States through which they have traveled. The planes which were to carry the remaining officers and enlisted men going on the maneuver to Miami, Fla., were detained at Langley Field for three days due to the dense fog which held the entire Atlantic seaboard in inactivity for that length of time. They did leave, however, on January 10th, and it is presumed they arrived at Miami the following day to join the truck train.

After participating in the Air Races at Miami, the entire detachment has been traveling by truck and plane through various of the Gulf States, camping at such cities as Mobile, New Orleans, and Atlanta. To date there have been but three casualties reported, one having been sustained in the football game between Langley Field and the team from the Naval Air Station at Pensacola, which was played at Miami (and which the News Letter Correspondent regrets to say was won by the Navy), and the two others being ailments mostly caused by the cold and otherwise severe weather. Hope is expressed that the detachment will return to Langley Field on the scheduled date without further mishap.

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PHOTOGRAPHIC ACTIVITIES OF 2nd PHOTO SECTION

A detachment of three men accompanied the Second Bombardment Wing, Langley Field, on the Fourth Corps Area Maneuvers for the purpose of photographing landing fields, etc., and developing gun camera film. Most of the remaining personnel are engaged on a five-lens mapping project for the United States Coast and Geodetic Survey. This project includes about 2500 square miles of the coastal area and the inland waterways from Norfolk, Va., to the Neuse River in North Carolina. It is being photographed from 5,000 feet as contrasted with usual mapping altitudes of from 10,000 to 15,000 feet, and while excellent detail is being obtained there is also an extensive increase in the number of prints and the amount of laboratory work required.

TRAINING AT RANDOLPH FIELD
By the News Letter Correspondent

Those who have been away from the Training Center for some years would marvel at the changes which have taken place since the schools at Brooks and March Fields were concentrated at Randolph Field.

In the old days the basic training was more or less a duplication of the work done on the Primary Stage in a larger ship. Today, however, the basic training is more diversified and progressive. The instruction is arranged so that the student's interest is not permitted to lag through repetition. After the most elementary phase, which includes explanation of controls and instruments, use of brakes and throttle, taxying, take-offs, landings, turns, climbs, glides, stalls, spins, spirals, chandelles, eights, cross-wind take-offs, forced landings and slips, the student's week includes: accuracy, air work, forced landings, formation, dual instruction, strange field landings, avigation, cross-country trips, night flying and instrument flying, and he does not know what is coming next.

Avigation and night flying have been discontinued on the Primary Stage and are all done on the Basic Stage. In the last few years there have been added to the Basic Stage more instrument flying, four phases of strange field landings, and night flying has been increased from one hour of local flying in the old days to three phases of local flying, including flood light landing, wing tip landings and flare landings. In addition to this, the student secures 12 hours of night avigation.

Although the War Department has authorized, as a part of the curricula of this School, radio missions, including radio control and radio beacon flying, this phase of training has not been given in the past, due to the fact that this School has not been supplied with the necessary radio equipment. This training is very essential in preparing a man to take his place in a tactical organization, and we are looking forward to the time when the radio equipment will be supplied.

The training of permanent personnel is also handicapped by the lack of this equipment. The modern facilities installed at Randolph Field have been a great aid in improving the instruction at this School. Each stage is subdivided into flights, and each flight has its own billowac, where ships, lockers for the students, parachutes and flight office are concentrated, thus obviating such practice as going to one end of the flying line to secure the parachute when the ship is being flown from the other end. Everything is more convenient for the student.

The glorified position of check pilot has practically gone the way of the "Dodo," and the student who is making satisfactory progress does not have this old mental hazard to overcome. The instructor and the flight commander now pass judgment upon the progress of the student. Those students who make unsatisfactory progress are never brought before the Faculty Board unless the instructor, flight, and stage commander, and the officer in charge of flying so recommend. Loose leaf logs are submitted daily on each student, and once submitted they are never seen again by the instructor, thus obviating his opinion of the student's work today being influenced by the work that the student did yesterday. When a student is transferred from one instructor to another, the new instructor does not know what progress the student made under the old instructor. This system was adopted in the hope that it would force the instructor to grade the student only on that day's work.

We believe we are doing a good job here at Randolph Field and invite criticism, and those officers who have not been at Randolph Field recently should try to get here in order to see what we are doing.

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36TH PURSUIT SQDN. IN FIELD EXERCISES

Since January 4th, 11 officers and 26 enlisted men of the 36th Pursuit Squadron, stationed at Langley Field, Va., have been participating in field exercises in the Fourth Corps Area. Motor vehicles were used in conveying the enlisted men and supplies to the Wing Concentration Camp at the Pan American Airport at Miami, Fla.

The itinerary included the following cities: Langley Field, Va. to Miami, Tampa and Tallahassee, Fla.; Mobile, Ala.; New Orleans, La.; Montgomery, Ala.; Fort Benning, Ga.; Atlanta, Ga., to Langley Field.

The purpose of the field exercises was to qualify units in:

(a) Occupation and evacuation of strange airdromes day and night.

(b) Employment, Transportation and bivouacking of Flying Echelons.

(c) Employment, Transportation and use of minimum mobile Field Equipment Kits, and their replenishment from distant supply points.

(d) Administration, supply and logistics of dispersed units.

(e) Employment of mobile field radio communications.

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V-6725, A.C.

PROMOTION OF NONCOMMISSIONED OFFICERS

The previous issue of the News Letter contained the names of 97 Technical Sergeants and 17 First Sergeants, listed in the order of their standing on January 1, 1935, on the eligible list for promotion to the grade of Master Sergeant, also the names of 150 Staff Sergeants on the eligible list for promotion to the grade of Technical Sergeant.

Due to the lack of space it was not possible to publish the complete list of Staff Sergeants on the eligible list, and a list of the remaining 297 names is given below, as follows:

151. Gregg, Emmett C.
152. Meeks, John D.
153. Harth, George J.
154. Brock, Norris
155. Visbal, Germain A.
156. Goulla, Jack
157. Novak, Louis W.
158. Martin, Paul H.
159. Gutierrez, Arnaldo
160. Docney, John J.
161. Carr, James W.
162. Hodges, Herbert T.
163. DeFord, Lyman
164. Warren, Henry M.
165. Delaney, Samuel H.
166. Chestnutt, Herman L.
167. Parnes, Max
168. Morrison, Jay P.
169. Armbruster, Otto
170. Tetu, Dona E.
171. Beckham, Reuben S.
172. Bishop, Chalmers N.
173. Abromitis, Jacob
174. Bryan, Hugh
175. Weltz, William M.
176. Flores, Alberto
177. Williamson, Henry
178. Hall, Bolton
179. Hunsberger, Horace K.
180. Kolb, Peter, Jr.
181. Collins, Jacob
182. Mobley, Emmett A.
183. Martin, Troy V.
184. Townsend, Joe H.
185. Laza, Joseph C.
186. Podraza, Walter H.
187. Pond, Everett L.
188. Nielsen, Jean
189. Lynch Marion M.
190. Powers, Barron C.
191. Prince, Kerman
192. Kelly, Bernard F.
193. Anning, Richard S.
194. Browning, Earl H.
195. Shelley, Verl A.
196. Hollis, Claud D.
197. Mulkey, Lloyd
198. Winter, David
199. Koblitz, Monroe
200. Knowles, James R.
201. Summers, Robert F.
202. Weeks, Edward
203. Garcia, Adelmo N.
204. Burt, Albert B.
205. Farrell, Herbert W.
206. Browning, Wilbur G.
207. Gilipsky, James L.
208. Martin, Robert D.
209. Mocney, James T.
210. Kirkpatrick, Everett
211. Salmon, Henry T.
212. Bush, Lawrence
213. Davis, Golden R.
214. Caraway, Rayford A.
215. McQuillan, William T.
216. Killian, Wiley
217. Wiley, William
218. Scott, Orval W.
219. Fowler, Byron L.
220. Benson, Harry A.
221. Galloway, Roy F.
222. Blanchard, Leslie D.
223. Bullock, Thomas
224. McGinnis, Edward V.
225. Braun, Joseph F.
226. Carnes, Frank D.
227. Ashley, Floy L.
228. Rosser, James C.
229. Chipperfield, Merton L.
230. Williams, Leo V.
231. Harvey, Curtis A.
232. Lawson, Lane L.
233. Golden, Stephen B.
234. Beck, Henry J.
235. Booth, William H.
236. Frick, Russell H.
237. Cichon, Paul
238. Shown, Winfred G.
239. Lutes, Ames D.
240. Willard, Fred J.
241. Bullivant, Norman C.
242. Utterback, Harlan R.
243. Griffis, Isaac
244. Wright, William P.
245. Boucher, Albert C.
246. Kaufman, Eugene H.
247. Stewart, James E.
248. Pitre, Harry J.
249. Wooten, Mack F.
250. Hammer, Stewart W.
251. Euton, James A.
252. Gayers, Samuel
253. Eidman, Arthur G.
254. Malone, Roderick N.
255. Young, Earl S.
256. Peck, Ross P.
257. Featherer, Joseph
258. Bardell, North B.
259. King, Oliver E.
260. Dodson, Edward S.
261. Blakesley, Wayne R.
262. Mason, Robert E.
263. Sanchez, John L.
264. Hucks, Jesse J.
265. Waters, Horace G.
266. Smith, Percy G.
267. Keyser, Walter K.
268. O'Toole, Fred
269. Baskas, Thomas J.
270. Conner, Thomas
271. Parsley, Walter S.
272. Pittman, Hugh B.
273. Rhodes, Alva E.
274. Duffy, William J.
275. Murdoch, Edward
276. Anderson, George
277. Hollon, Orval L.
278. White, Andrew
279. Harwell, Walter L.
280. Kanig, Albert V.
281. Perkins, William E.
282. Johnson, George D.
283. Morris, John E.
284. Frost, Samuel K.
285. Ritter, Paul A.
286. Tuite, Edward J.
287. Edwards, Samuel T.
288. Dixon, Frank E.
289. Messer, Floyd
290. Hughes, Ted C.
291. Greene, Charles C.
292. Jordan, Martin M.
293. Groves, Earl C.
294. Rogers, John O.
295. Grem, Eugene
296. Stipe, John H.
297. Malczewski, John
298. Littlejohn, Lyman L.
299. Maxwell, Jesse M.
300. Andrews, Arthur
301. Marley, James L.
302. Kingsley, Wallace W.
303. Kirkwood, Cecil G.
304. Bezek, John S.
305. Segalbaum, Charles S.
306. House, Joseph M.
307. Brenckman, Emil
308. Wallace, Stephen L.
309. Carmack, Thomas B.
310. Hrivnak, John C.
311. Stevenson, Albert E.
312. Nied, Bernard J.
313. Watson, Henry F.
314. Hadley, Arthur R.
315. Adams, Gerald
316. Hogan, Edward J.
317. Montgomery, Joseph
318. Patterson, Homer L.
319. Sherman, Sidney
320. Lage, Wilbur
321. Kingsley, William S.
322. Lucas, Cecil
323. Griffin, Ralph G.
324. Rogozinski Wadsworth
325. Tyler, Fred O.
326. Salter, Joseph E.
327. Bailey, Archie
328. Gershon Samuel
329. Boston, George R.
330. Rahn, Sidney M.
331. Schaeffer, Henry J.
332. Peters, Johnie R.
333. Kremer, Dallas M.
334. Wyatt, James W.
335. Girard, Leonard F.
336. Walter, James R.

337. O'Neill, Leslie M.
338. Wedeman, Maurice H.
339. Wagoner, Earl B.
340. Garrison, Neil B.
341. Mitchell, Orie L.
342. McLaughlin, Frank A.
343. Coke, Brunor
344. Bulloch, Fulton G.
345. Jansen, Otto W.
346. Rhoden, Joe R.
347. Letchworth, Roy
348. Janis, James
349. Anderson, Clarence B.
350. Farquhar, Wilber W.
351. Aikenam, Arron
352. Saltzgever, George S.
353. Cunningham, Verdell E.
354. Lipp, Henry
355. Bauer, Toney
356. McDonald, Marvin C.
357. Johnson, Wilbur C.
358. Higgins, Carl M.
359. Kramer, Harry
360. Mitchell, Norman J.
361. Peckham, Robert N.
362. King, George F.
363. Knoppe, Paul
364. Starichenko, William A.
365. Bishop, Raymond M.
366. Robinson, William T.
367. Marstin, Charles P.
368. Wilson, Kennard D.
369. White, Charles D.
370. Russell, Cyril F.
371. Laymen, Gilbert E.
372. Lindbeck, Ruben
373. Andrick, Ralph L.
374. Gresser, Charles J.
375. Bertsch, Edward
376. Wilson, Dewey E.
377. Finch, Harold G.
378. Jones, Daniel H.
379. Guinn, Charles S.
380. Moore, Elmer E.
381. Davis, Roby C.
382. Goodrich, George H.
383. Thompson, Thomas W.
384. Coyne, Joseph
385. Macomber, Donald G.
386. Beach, Maurice M.
387. Wright, William R.
388. Smith, Monroe D.
389. Jennings, Simpson L.
390. Sallee, Roger A.
391. Hagaman, Paul B.
392. Beckner, John K.
393. Thompson, John W.
394. Greier, Matthew H.
395. Ducheane, Joseph O.
396. Relyea, Frederick R.
397. Burger, Lewis H.
398. Coy, Charles H.
399. Crow, Charlie D.
400. Gorse, John H.
401. Sommer, James A.
402. Harrison, Benjamin
403. Williams, Marvin R.
404. McKenzie, Marvin C.
405. Wojnicki, Rudolph J.
406. Lord, Frank H.
407. Miller, Howard M.
408. Baker, Leonard A.
409. Hamilton, Donald E.
410. Miller, Jean E.
411. Yonger, Wallace H.
412. Campbell, Colin A.
413. Wickham, Peter M.
414. Eggen, Milton P.
415. Wehling, George W.
416. Bremer, Robert A.
417. DeRossett, Armand J. Jr.
418. Arthur, James H.
419. Gilbreath, Thomas J.
420. Lea, Samuel R.
421. Hackwith, Herman L.
422. Bolles, George F.
423. Cornell, William M.
424. Noble, Harold P.
425. Midkiff, James R.
426. Foye, Robert
427. Mills, Francis X.
428. McLean Sherman A.
429. Tilghman, Marion S.
430. Blair, Frank D.
431. Smith, Samson
432. Thacker, Lloyd W.
433. Brown, Abram
434. Cathie, Arthie L.
435. LeDoux, Francis
436. Henry, Harvey A.
437. Quirk, John D.
438. Frey, Harvey E.S.
439. Spaulding, Ralph E.
440. Hawkins, Milton H.
441. Bobulski, Frank
442. Tucker, Douglas M.
443. McMonamin, Frank J.
444. Meider, Henry W.L.
445. Giganti, James M.
446. Maidel, Mark J.
447. Bell, Thomas O.

In the matter of actual service in the Army, two of the Technical Sergeants on the eligible list for promotion to Master Sergeant, published in the previous issue of the News Letter, have to their credit over 26 years; one First Sergeant, over 24 years; two Technical Sergeants and one First Sergeant, over 23 years; four Technical Sergeants and two First Sergeants, over 22 years; two First Sergeants, over 21 years; one First Sergeant and ten Technical Sergeants, over 20 years; one First Sergeant and five Technical Sergeants, over 19 years; one First Sergeant and six Technical Sergeants, over 18 years; two First Sergeants and eleven Technical Sergeants, over 17 years; fourteen Technical Sergeants over 16 years; two First Sergeants and thirty Technical Sergeants, over 15 years; two First Sergeants and four Technical Sergeants over 14 years; one First Sergeant and five Technical Sergeants, over 13 years; one First Sergeant and three Technical Sergeants, over 12 years, and one Technical Sergeant over 11 years.

Of the first 150 Staff Sergeants on the eligible list for promotion to the grade of Technical Sergeant, also published in the previous issue of the News Letter, one has over 28 years of actual service in the Army; two over 27 years, one over 26, four, 25; four, 23; four, 22; three, 21; eight, 20; fourteen, 19; eighteen, 18; thirty, 17; thirty, 16; and thirty-one, 15.

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"BLIND" VERSUS "INSTRUMENT" FLYING

The following interesting item is reprinted from the February 1st issue of the Navy News Letter:

"An error which needs correction is the habit some pilots have of referring to 'Instrument' flying as 'Blind' flying. This is entirely incorrect. 'Blind' flying is exactly that, and applies to the old days of going through clouds, fog, or heavy rain by simply 'hanging on' for a brief period, trusting to the stability of the airplane and considerable luck to reach fairer weather. The air speed meter and perhaps the whistle of the wires were the only effective aids to this kind of flying, which was a hazardous affair at best, attested to by the fact that some of the country's most experienced air mail pilots not infrequently got into bad spins and tight high speed spirals while trying to go through 'blind.'

'Instrument' flying, on the other hand, is a perfectly safe and sure method of getting through bad stuff. It simply means flight which is correctly directed and controlled by the indication of suitable instruments. This is just about the opposite of 'Blind' flying. Let's keep ourselves straight on this. (Thanks to VF Squadron SIX for setting us clear on this.)"

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A Bill (H.R. 5057), introduced in the House of Representatives by the Hon. John J. McSwain, M.C., amends the Air Corps Act, approved July 2, 1926, permitting the Secretary of War or the Secretary of the Navy, at his discretion, to purchase abroad or in the United States, with or without competition by contract or otherwise, such design, aircraft, aircraft parts, or aeronautical accessories as may be necessary in his judgment for experimental purposes in the development of aircraft or aircraft parts or aeronautical accessories of the best kind for the Army or the Navy, as the case may be.

Several other portions of the Act of July 2, 1926, are amended, these dealing with advertising for bids on aircraft, aircraft parts or accessories; the inspection of manufacturing plants producing aircraft for the Army and Navy; the auditing of the books of contractors furnishing aircraft to the government, and the rights and privileges of aircraft designers who are the winners of design competitions for government aircraft.

The Bill also amends the National Defense Act of June 3, 1916, as amended by the Act of June 4, 1920, by providing for the detail of officers of the Army Air Corps for temporary duty with the Navy Air Corps and for the detail of officers of the Navy Air Corps for temporary duty with the Army Air Corps.

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Having in view the establishment of a United States Army air base in Alaska to provide a supporting Army air base at a favorable and strategic location for the protection of the North Pacific and Alaskan coasts and coast cities, a Bill (H.R. 5064) introduced in the House of Representatives by the Hon. John F. Dockweiler, M.C., of California, authorizes and directs the Secretary of War to acquire by donation, purchase or condemnation, such land in Alaska as he may deem necessary and suitable for the establishment of an air depot. A sum not to exceed $4,000,000 is authorized to be appropriated for the establishment on such land of a United States Army air depot by the construction and installation of the necessary technical buildings, utilities and appurtenances thereto.

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The organization of a Junior Air Reserve to promote national defense is the purpose of a Bill (H.R. 4336), introduced in the House of Representatives by the Hon. John J. McSwain, M.C.

The Bill authorizes and directs the Secretary of War to organize a civilian component of the United States Army, to be known and designated as the "Junior Air Reserve," and to establish rules and regulations for the operation of same. All persons between the ages of 18 and 21 years, of sound physical condition and with education at least equivalent to a full high school course are eligible to be listed as cadets of the Junior Air Reserve, and they shall be entitled to receive such emblem or designation to wear upon the clothing as the Secretary of War may prescribe while receiving such course of instruction and training in aerodynamics and in the art of flying as shall be prescribed by the Secretary of War.

For the encouragement of the Junior Air Reserve, the Secretary of War is authorized to detail Regular flying officers, or Reserve flying officers called to active duty, to engage in the instruction and training of cadets of the Junior Air Reserve in such private flying schools and centers of air training as may be selected for that purpose, where the number of cadets shall not be less than twenty and where there are approved standards of instruction and training.

Subject to the restriction that there will be no conflict with the work of the Army Air Corps, the use of Army air fields is permitted from time to time, also of airplanes, aircraft generally, and equipment belonging to the Air Corps of the Army, if and when in the judgment of the Secretary of War, such use is wise and proper in promoting the art of flying and in the training of said Junior Air Reserve.

Certificates of graduation evidencing full membership in the Junior Air Reserve shall be issued to all cadets satisfactorily passing the final examination and tests. They shall then be entitled to wear, at pleasure, such uniform as shall be prescribed by the Secretary of War, and such insignia and other designations and decorations thereon or upon civilian clothing, as may be prescribed. Complete record will be kept of all such graduates of training for use in the event of a national emergency.

The Secretary of War is authorized to select each year 300 of the most promising and efficient graduates of the primary instruction authorized for a further course of instruction for a period of not exceeding six months at any school or flying field of the United States Army and then to offer at least 100 each year of said graduates in the primary instruction Reserve commissions as second Lieutenants, and to call said second lieutenants to active duty as Reserve officers in the United States Army Air Corps, for such time as the Secretary of War may from time to time prescribe.

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A Bill (H.R. 5232) introduced by Hon. Ewing Thomason, M.C., of Texas, seeks to fill up the commissioned strength of the Air Corps by July 1, 1935, to the number of 1,514 officers, in grades from colonel to second lieutenant, inclusive, through commissioningas second lieutenants applicants who hold commissions as first or second lieutenant in the Air Reserve and are graduates of the Air Corps Training Center. Other provisions of the Bill authorize the recruiting of the enlisted strength of the Regular Army to 165,000 men, exclusive of Philippine Scouts, by July 1, 1940, and calling to active duty not to exceed 2,000 Reserve officers of the combatant arms and the Chemical War Service per year, the number from each arm to be regulated in accordance with respective commissioned strengths.

UNUSUAL MISSIONS OF NATIONAL GUARD AIR CORPS

The National Guard aviation performs many missions in addition to the normal flying incident to their routine training. Two unusual missions were recently reported to the National Guard Bureau, one performed by the 44th Division Aviation, New Jersey National Guard, and the other by 26th Division Aviation, Massachusetts National Guard.

Four planes under the command of Major R.L. Copsey, N.J. N.G., recently participated in the search for the lost American Airlines Condor passenger plane in the vicinity of Little Falls, New York.

At the request of the General Manager of the American Airlines, the New Jersey planes reconnoitered an area approximately 200 square miles north and west of Albany. With flying conditions most hazardous over desolate, treacherous country in sub-zero weather, the reconnaissance was continued for over two hours. The lost plane was located by Dean Smith of the American Airlines. It having been decided to drop food and medicine to the damaged plane, Lieut. Emerson, of the 26th Division Aviation, Massachusetts National Guard, was selected for the mission. Major Copsey accompanied Dean Smith back to the scene of the accident to coordinate the civil and military activities by radio and to light the scene of the accident so the military plane could drop its supplies. It took approximately two hours until a successful drop was made at 11:30 p.m.

What the American Airlines thought of the work of the New Jersey Squadron can be seen from a letter written by Mr. C.R. Smith, the President of this concern, to Major Copsey, as follows:

"Dear Major Copsey:

I wish to take this opportunity to extend to you and the members of your organization our sincere appreciation for the valuable assistance rendered employees of American Airlines in their recent search for our lost airplane.

Flying conditions over desolate, treacherous country in open airplanes in sub-zero weather required men whose devotion to duty was so highly commendable as to be beyond adequate expression.

It would be considered a favor by American Airlines if, through a copy of this letter, a better understanding of the duty performed by your organization could be conveyed to those at the head of the National Guard as an exhibition of courage and stamina of which your State can well be proud."

The 26thDivision Aviation,Massachusetts National Guard, was particularly active in the past few months in training and in carrying out missions of mercy under the most adverse flying conditions.

Recently a flight of three planes of this Squadron took off from the Boston Airport at 11:10 p.m. on an extended mission to Cleveland, Ohio, to obtain training and experience in night navigation under winter conditions. A direct course was set for Albany, N.Y., and thence to Buffalo. A heavy snow storm and fuel shortage forced the flight to land at Syracuse at 2:55 a.m. After refueling the flight took off again at 3:45 a.m., flying above the storm to Rochester, N.Y., where improved weather conditions were met. Landing was made at Buffalo for re-servicing the ships, and thereafter the flight proceeded to Cleveland and return without further incident.

Extremely low temperature prevailed over the entire route. Heavy snow on the ground at Buffalo made it difficult to handle the ships. The radio beam receivers purchased by the Squadron gave some trouble initially, but the flight personnel were able to clear this up without outside aid. The personnel consisted of the regular combat crews without mechanics or technical personnel. Captain Edward S. Beck, A.C., Mass. N.G., was the flight commander.

National Guard planes, coast guardsmen and harbor and Boston police were recently mobilized in an intensive but fruitless hunt to find two boys reported adrift on an ice floe in Dorchester Bay, more than a half mile off Carson Beach, South Boston.

It appears that the boys were seen playing on the ice off Carson Beach late in the afternoon. Some individual called up the police station stating that he had seen them float off toward open water on an ice cake which broke loose from a solid sheet stretching toward shore. Unwilling to consider this message a hoax, despite the fact that no report of any missing children had reached them, the police utilized every means at their disposal to locate them.

Airplanes were called for, and six pilots of the 26th Division attending a testimonial dinner to Maj.-General Erland F. Fish, volunteered and hurried under screaming motorcycle escort to take the air in near-zero temperature for an hour's vain search of the harbor.

The rescuing party of airmen, quickly organized by Major Clarence E. Hodge, and including Captain Albert Edson, Lts. Clyde C. Oakway, Francis P. Kendall, Theodore E. Baker and Stanley Beck, had the first airplane in the air less than half an hour after they reached the airport. The second airplane took the air some 30 minutes later, carrying spotlights on the wings which, combined with the flares, served to light up a wide territory of ice floes and open water.

The flares released from the two airplanes brilliantly illuminated the lo-

cality where the boys were reported to have been seen, and so well was this work done that newspaper offices were deluged by telephone calls from inquisitive South Bostonians. The fliers flew back and forth over the area at an altitude of little more than 100 feet, scanning every bit of the ice. Subsequently flares were thrown to light up the ice field adjacent to open water as far out as the main ship channel.

Earlier the same day, some of these same pilots participated in dropping food and supplies to four Nantucket fishermen, marooned on Muskegat Island for five days.

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17th PURSUIT GROUP IN FIELD EXERCISES

The 17th Pursuit Group, March Field, Calif., is now engaged in its annual field exercises. Under the plan being followed, one squadron at a time spends two weeks in the field with all personnel and equipment. The 95th Pursuit Squadron was encamped at Palmdale, Calif. for one week and then moved to Muroc Lake for the second week's encampment, for, under the Corps Area directive, camps must be moved at least once during the period.

The first week is spent in field exercises to include the problems of field encampment, field maintenance of equipment and tactical exercises, air and ground, from field bases. The second week at Muroc Lake is spent in aerial gunnery.

The morale of the personnel of the Group has materially increased as a result of present activity and that in immediate prospect in aerial gunnery and bomb dropping. The firing which has been done to date demonstrates the practicability of using the P-26 for gunnery with slight modification of the course as laid down in Training Regulations 440-40. It has been found advisable to move the back boundary line from 1400 feet to 2,000 feet for 90 degree approaches and 180 degree approaches.

Experiments have also been made in element firing with the P-26. In the first tests it was found that 100 feet interval is too close for the ground targets to be used in preliminary firing by elements. Targets spaced at 200-feet intervals were next tried and it was found that this was too far. It has been tentatively decided that 150 feet is the proper interval for ground targets fired upon by an element.

The limited experience to date indicates the feasibility of firing by elements with safety and with more than anticipated accuracy. Early tests indicate a degree of accuracy of wing men of about 50% of the score of the element leader.

Units of March Field have until recently been deprived of the opportunity to fire machine guns and drop bombs in any quantity and with any regularity due to the absence of a suitable range. Authority was recently obtained to use a dry salt lake and adjacent sage brush covered land at Muroc Lake, a site situated about 45 minutes' air time from March Field in the Mojave Desert. It has been found an excellent site, and its acquisition makes it possible for any organization at March Field to fire any day, a fact which will greatly stimulate carrying out these phases of the training program. The personnel of the 17th Pursuit Group confidently believe that any future gunnery and bombing matches in the Air Corps will find them well represented.

Ed. Note: Attention is invited to the experience of pilots of the 20th Pursuit Group, Barksdale Field, La., in their aerial gunnery practice, utilizing P-26's, report of which appears elsewhere in this issue.

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CELEBRATION AT HAMILTON FIELD

The bronze plaque, presented by the American Legion, at the entrance of Hamilton Field, which commemorates the glorious heroism of 1st Lieut. Lloyd Andrews Hamilton, who fell fighting as a World War "ace," and in memory of whom the field is named, will be dedicated by hundreds of American Legionnaires of the Fifth District in a service conducted by a Past Department Commander on March 3rd at 2:30 p.m.

The invitation to Hamilton Field was tendered by Major C.L. Tinker to the Fifth District Commander, under whose direction the day's program of business will commence at 10:00 a.m. in Hangar No. 9, and will be followed with mess at 1:30 p.m. in the dining rooms of the four units stationed at the field.

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GENERAL WESTOVER VISITS FELTS FIELD

Brigadier-General Oscar Westover, Assistant Chief of the Air Corps, was Spokane's most recent military guest.

General Westover visited Felts Field on his tour of the Northwest, spending two days there. During that time he inspected sites which Spokane is advocating for the location of a Regular Army Air Corps Depot, for which Congressman Sam B. Hill, of Washington, has introduced a bill in Congress, asking for $4,000,000.

The General passed no comment, reports the News Letter Correspondent, other than to announce that he was going to look at PWA airport projects in his flight over Washington.

AIRSHIP TC-13 IN AIR MANEUVERS

The TC-13 airship, operated by the 19th Airship Squadron, Langley Field, Va., recently returned from Miami, Fla., after having participated in the maneuvers of the 2nd Wing in field exercises conducted in the 4th Corps Area.

The Airship was preceded by an advance party of two officers and eight enlisted men who motored to Miami in a convoy of three trucks. This group erected the portable airship mast which had been constructed in the shops of the squadron at Langley Field. The airship mooring site was established on private land east of the Pan American Airport.

The TC-13 airship departed from Langley Field at 10:20 a.m. as scheduled, although a dense fog covered the airdrome at the time and necessitated following the course of the radio range beacon of Langley Field which had been laid on Miami. At 9:00 o'clock that night while flying off the coast of South Carolina the sky cleared and thereafter offered excellent visibility to observe the celestial bodies by which the course would be steered. The ship arrived at Miami at 4:30 p.m., having completed a non-stop flight of about 900 miles.

The ship remained in Miami four days, during which time she demonstrated her ability to ride her mast successfully in such winds as Miami offered for this season of the year. The higher winds were noted to occur in the early afternoon with velocities reaching a maximum of 30 m.p.h. at the mooring site. One demonstration flight of four hours' duration over the city of Miami and nearby communities was made on the second day in cooperation with the 2nd Wing.

The return flight to Langley Field was made in 18 hours without stops, the ship arriving at Langley Field at 4:00 a.m., where she hovered in flight until dawn, at which time she was landed and docked. The advance party returned to Langley Field three days later.

This flight demonstrated the ability of the TC-13 airship to make non-stop flights of approximately 1,000-mile range, the ability of her personnel and equipment successfully to maintain radio contact throughout the flight with the base station, to fly blind successfully over a distance of several hundred miles and to make proper use of Department of Commerce and Navy aids to navigation.

It is forecast that this flight is but the forerunner of more extensive airship operations in the field made possible when the squadron organization and equipment is modified and improved as a result of the experience gained from this field exercise.

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"THE WEST POINT OF THE AIR"

Randolph Field, Texas, has been the scene of much activity for the past ten months. The filming of "The West Point of the Air," Metro-Goldwyn-Mayer's Epic of the Air, without interruption of flying training, is an achievement of which the Air Corps can be justly proud. If this picture meets its expectations, it will be one upholding the high traditions of the Air Corps. It will be a medium through which the country will become more Air Corps conscious. With such actors as Wallace Beery, Maureen O'Sullivan, Lewis Stone, Robert Young, Jimmie Gleason, Jack Pennick, Henry Wadsworth, Robert Taylor, Frank Conroy, Russell Hardie and Robert Livingston, augmented by officers and ladies of Randolph Field, it should be a box office attraction. All the personnel and each activity of the Field played their part in the production of this picture. Richard Rosson, the diminutive but dynamic personality, was the Director. Shots were taken of almost every activity on the field, from the tower of the Administration Building to the basement of the Ground School building. At the Officers' Club midsummer bathing scenes were taken in the chilly November atmosphere. Ladies in bathing suits did their shivering best to appear quite as if they were basking in the heat of a tropical sun.

For several weeks the field had the aspect of a thriving movie colony, with the hustling movie company keeping the audience of autograph seekers and hero worshippers scrambling from place to place with their sudden migration from one set-up to another.

On February 1st, the last of the company "wrapped it up with all shots in the bag" and slipped away, leaving Randolph Field strangely quiet after weeks and months of abnormal activity. The picture is still to be reviewed and approved by the Army Board. Major Harms, designated the War Department representative, must make final approval. The Movie Board, consisting of Captains J.K. Cannon, Arthur E. Easterbrook and A.C. Strickland, expect to make their final recommendation in the near future. Dame rumor had it that M.G.M. is well pleased with their production.

As a great number of the movie company took part in the filming of "Wings" at Kelly Field a few years ago and are known by officers throughout the service, the names of those who took part in the production of this picture are given, viz: Monta Bell, Producer; Roger Manning, Production and Business Manager; Al Shenberg, John Waters, James McKay, Assistant Directors, Art Brown, Construction; Jack Gertsman, Script Clerk; Clyde de Vinna, Head Cameraman; Charles

V-6725, A.C.

Marshall and Elmer Dyer, Air Cameramen; Paul Vogel, Harry Perry, Bob Roberts, Ray Ramsey, Kyme Mead, Wilbur Bradley, Joseph A. Valentine, Robert Newhard, Irving Glassberg, Al Williams, Jockey Feindel, Walter Strange, Cameramen; Al Sheving, Harry Marble, Herold Baldwin, Harry Parksins, Sam Cohen, Glen Strong, Bill Strong, Dale Deverman, Kay Norton, Walter Rankin, Donald Brigham, Ed Garvin, Jas. Higgins, James Hackett, King Kauffman, Assistant Cameramen; Hank Forester, John Selgraph, Lloyd Isbell, Grip; Dean Dorn, Publicity Man; Bill Grimes, Still Man; George Elder, Prop Man; Jas. Brock, John Dullam, Ted Raymond, Sound Men; Matt Gilman, Utility; Perry O'Brien, Al Leider, John Jens, Wes Shanks, Electricians.

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AERIAL GUNNERY FOR THE 20TH PURSUIT GROUP

The 20th Pursuit Group, Barksdale Field, La., will proceed to Chapman Field, Miami, Fla., on Feb. 15th, for two weeks' aerial gunnery training and two weeks of field exercises. Major Millard F. Harmon, Jr., Commanding Officer, will lead the Group, which will be composed of the 55th, 77th and 79th Pursuit Squadrons and the 71st Service Squadron.

The movement will be made in two echelons, ground and air. The ground echelon, commanded by 1st Lt. Manning E. Tillery, will consist of 18 of the latest type Army motor vehicles and will be used to transport mechanics, equipment and supplies.

Due to the inland location and the close proximity of civilian population to the Barksdale Field Reservation, it has been impossible to fire the tow target phase of the gunnery course "A." Hope is expressed that in the near future a permanent gunnery camp may be established near the Louisiana coast and within two hours' flying of Barksdale Field.

Considerable interest has been evinced by pilots of the 20th Pursuit Group as to the outcome of aerial gunnery practice with the P-26 type Pursuit airplane, the latest low-wing Boeing monoplane. Due to the location of the machine guns, two feet, nine inches below the sighting bar, it has been found impossible to boresight the P-26 for a range closer than 150 feet without removing the ring cowling. This factor, coupled with the increased speed and visibility, has aroused the interest.

This trip to Miami will be the first movement of troops by motor convoy since the arrival of the 20th Pursuit Group at Barksdale Field on November 1, 1932.

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Air Corps officers recently promoted were Major Walter H. Frank to Lieut.-Colonel; 1st Lt. Hobart R. Yeager to Captain; 2nd Lieuts. J.W. McCoy, P.H. Robey, C.G. Williamson and George P. Moody to 1st Lieutenant.

RADIO REPAIR STATION AT DUNCAN FIELD

A new Signal Corps Radio Repair Station, similar to those at the other Air Depots, is being installed in the Engineering Department of the San Antonio Air Depot, Duncan Field, Texas, for the purpose of securing the maximum service from Signal Corps aircraft radio equipment and insuring that such equipment is in first-class operating condition prior to delivery of reconditioned airplanes to tactical and other Air Corps units. This Section is under the immediate supervision of Major Charles T. McAleer, Signal Corps, as Signal Corps Radio Maintenance and Repair Officer, who joined the San Antonio Air Depot last November from duty in the Office of the Chief Signal Officer.

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MARCH FIELD PERSONNEL A BUSY OUTFIT

Aside from the field exercises and aerial gunnery, the principal activities which have kept the command at March Field, Riverside, Calif., on the jump during the past 15 days concerned the visit of the Corps Area Inspector, with parades, reviews and inspections incident thereto; daily flying by individual pilots to fill in their form 5's, renewed interest in which is engendered by Circular No. 6, War Department, 1935; the daily half hour devoted to close order flying drill by the whole Group; much emphasis on the Link Trainer and instrument flying; and maintenance and other duties labeled routine, but which call for 95% of all soldier effort.

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BROOKS FIELD SEEKS GUNNERY RANGE

Brooks Field is just now much interested in the acquisition of a permanent site for a gunnery and bombing range. Heretofore, through the courtesy of the owner, a tract of land near Port Lavaca, has been used, but this year the land is not available, and a solution is sought in the proposed purchase of 5,000 acres at Sand Point. Hope is expressed that negotiations may be concluded in time for this year's gunnery.

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The first class of officers from the Office of the Chief of the Air Corps taking instrument flying instruction at Bolling Field, D.C., was started Jan. 17th, and was composed of Captains George C. McDonald, L.P. Hickey, E.E. Hildreth and Lieut. M.E. Gross. Due to the extremely inclement weather, it was not possible to conduct this course of instruction continuously, but these officers have made rapid progress and expressed themselves as being most enthusiastic over this type of flying training. The second class will be started immediately upon completion of the present one.

WAR DEPT. ORDERS AFFECTING AIR CORPS OFFICERS

CHANGES OF STATION: To Hawaiian Department: 2nd Lt. Chester P. Gilger, from Barksdale Field, sailing about April 26th;

To Panama Canal Zone: 2nd Lieuts. William D. Eckert, Langley Field; Albert W. Shepherd, Selfridge Field; David H. Baker and Robert Scott, Jr., Mitchel Field, sailing about April 4th.

To Philippines: 1st Lieut. Harold Q.Huglin, Langley Field, sailing about May 14th; also 1st Lieuts. Edwin R. French, Selfridge Field, and Alva Lee Harvey, Langley Field.

To Langley Field, Va.: 2nd Lieut. Paul G. Miller, from Panama Canal Dept.

To Mitchel Field, N.Y.: 1st Lieut. Roland O.S. Akre from Panama Canal Dept.; 2nd Lieuts. Ralph P. Swofford, Jr., and Millard C.Young, from Panama Canal Dept.

To Crissy Field, Calif.: 1st Lieut. Herbert M. Newstrom from Panama Canal Dept.

To Randolph Field, Texas: 2nd Lieut. Robert W. Burns, from Crissy Field, Calif.

To Fort Crockett, Texas: 1st Lieut. Melie J. Coutlee, from Panama Canal Dept.

To Selfridge Field, Mich.: 2nd Lieut. Jarred V. Crabb, from Panama Canal Dept.

To Washington, D.C., for duty in Office of Chief of the Air Corps: Captain George S. Warren, from Selfridge Field, Mich.

To Inglewood, Calif.: Captain Edward M. Robbins, from duty with the Boeing Aircraft Co., Seattle, Wash., to duty with the Northrup Corporation as Air Corps Representative.

To Headquarters, 9th Corps Area: 1st Lieut. A.J. Kerwin-Malone, from March Field, to report to Major-General Paul B. Malone for assignment to duty.

To Panama Canal Zone, sailing about April 4th: 1st Lieuts. Draper F. Henry, Mitchel Field; Thomas L. Mosley, Fort Crockett; Isaac W. Ott, Brooks Field.

RELIEVED FROM DETAIL TO THE AIR CORPS: 2nd Lieuts. Peter J. Kopcsak to Cavalry Division, Fort Bliss, Texas; Robert C. Kryser to Infantry, 2nd Division, Fort Sam Houston,Tex.; Kenneth R. Kenerick to Hawaiian Department for assignment to duty with the Coast Artillery Corps.

RETIREMENTS: Captain Harold F. Rouse and 1st Lieut. Charles H. Earnest, January 31, 1935, for disability incident to the service; Captain Frederick A. Johnson, Scott Field, Ill., to proceed to his home to await retirement.

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TRIALS AND TRIBULATIONS OF A FLIGHT SURGEON

Much has appeared in print of late regarding new construction at Air Corps posts,highly complimentary phrases being utilized in describing the appearance of the various buildings, barracks and quarters, and the superlative degree of comfort they afforded to delighted personnel.

But all is not well yet, as testified by a contribution to the News Letter just received from the Brooks Field Correspondent, who commenting on the considerable amount of publicity given war-time construction of buildings, both residential and official, still utilized at various posts throughout the length and breadth of Uncle Sam's army occupancy, states that it remained for Brooks Field to demonstrate that, in a pinch, a certain ingeniousness could be called into play - not to preserve the building but those dwelling within it. As a result of an unusually vigorous onslaught of the elements, not to speak of Time itself, one building among others at Brooks Field is fairly in a state of collapse. The building in question is occupied by Major A.W. Smith, Flight Surgeon, who procured three long poles, formerly used by the Signal Detachment as telegraph wiring material, and proceeded to "prop" them against the timorous building, to the amusement of all observers but to the unquestionably effective steadying of the structure.

The Correspondent concludes with the hope that new construction may be procured for Brooks Field before some of the buildings actually fall down on the occupants.

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NOTES REGARDING THE COLD WEATHER FLIGHT

From Hamilton Field word comes of the collapse of the landing gear of a fast B-12 Bomber at Fort Bliss, Texas, piloted by 2nd Lt. Edward W. Suarez. He was not injured.

When last heard from,Capt. Arthur G. Hamilton and 2d Lieut. Birrell Walsh were at Selfridge Field having their planes equipped for the cold weather test flight to Great Falls, Montana, and return. Gigantic skis were being placed under their Martin Bombers, and experimental starters and primers were being installed. The enlisted men who were working with them almost night and day to get ready for the flight were Staff Sgt. Thomas B. Vinson, Sgt. Roy H. Coulter, Corporal Harvid Saeger and Pvt. 1st Cl. Jack Mathews.

First Lieut. Paul H. Kemmer, who piloted the fourth B-12 when this flight left Hamilton Field, had not yet landed at Selfridge Field, according to a letter from Captain Hamilton. He writes that from Sunny California, where it seldom freezes, to an ever frosty mercury hovering from one to 15 degrees above zero Fahrenheit in Michigan is quite a contrast, and makes one appreciate California weather.

Polar bears painted upon the skis, which look like battleships, seem to be chasing Jiggs (the 11th Bombardment insignia) is the description given the B-12,equipped for the cold weather flight, by Captain Hamilton.

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